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PHOTOGRAPHIC INTERPRETATION REPORT

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

# AIR FACILITIES IN NORTH KOREA

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**MARCH 1972** 

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#### AIR FACILITIES IN NORTH KOREA

#### ABSTRACT

1. This report includes information on jet-capable airfields, highway and training airfields, transport and utility airfields, probable aircraft assembly, and the Chongin North Korean Air Force Academy. The report is basically derived from KEYHOLE, BLACK SHIELD, and GIANT SCALE photography

Additional KEYHOLE, CHURCHDOOR, and other photography were also used. The report contains text, three maps, seven photographs, and three tables.

#### INTRODUCTION

2. Extensive photographic coverage of North Korea began Since then, the construction of new airfields and the upgrading of existing air facilities have continued. Tables 1, 2, and 3 indicate initial identification of the airfields, length and orientation of runways, types of aircraft observed, and number of aircraft storage tunnels, hangarettes, and dummy/decoy aircraft.

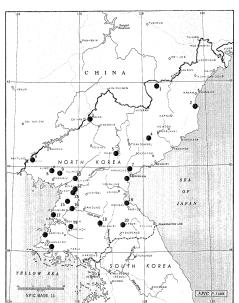


FIGURE 1. JET-CAPABLE AIRFIELDS IN NORTH KOREA (ITEM NUMBERS KEYED TO TABLE 1)

tem No	Installation	Geographic Coordinates	Runway Meters	Length Feet	Runway Orientation	Tunnels	Hangarettes	Dummy/Decoy Aircraft Observed	Operational Aircraft Observed	Remarks	25. 25.
1	Sinmusong	41-54-20N 128-24-48E	3,315	10,875	NE/SW	-	-		BEAGLE FAGOT/FRESCO	Alternate BEAGLE field; first observed ucon; first fighter identification	25. 25.
2	Hoemun-ni	41-25-40N 129-39-01E	2,500	8,205	NE/SW	3 ucon	2 ucon	FISHBED	FAGOT/FRESCO MIDGET	Jet training field; runway extended and	25.
3	Manpo-up*	41-08-00N 126-21-30E	2,664	8,740	NNE/SSW	-	-		-		25
4	Hwangsuwon*	40-40-40N 128-09-10E	2,929	9,611	NW/SE	2 poss ucon		-	***	Runway was 1,977 m (6,485 ft) graded-earth; ucon	
5	Changjin-up	40-21-48N 127-15-58E	2,816	9,240	NNW/SSE	3	-	FISHBED	BEAGLE	Highest single count of dummy/decoy FISHBED in NK; first observed under construction.	25 25
6	(Figure 3) Uiju	40-08-58N 124-29-58E	2,505	8,220	NE/SW	-	- 1		BEAGLE		25
7	Hamhung NE*	39-59-58N 127-36-50E	2,507	8,225	NNE/SSW	2 ucon	2 ucon	-	-	Runway serviceable 1,525 m	25 25
В	Namsi	39-55-28N 125-12-23E	2,499	8,200	NW/SE	3		FISHBED (prob) FAGOT/FRESCO	FAGOT/FRESCO	Repair field for FAGOT/FRESCO; runway extended runway/taxiway from tunnels.	25
9	Taechon	39-54-01N 125-29-26E	1,966	6,450	WNW/ESE	-		-	COLT	No fighters ever observed.	25
10	Seamcham	39-45-03N 125-54-14E)	2,499	8,200	NE/SW	5 .	-	FISHBED FAGOT/FRESCO	FISHBED FAGOT/FRESCO	FARMER last observed runway extended prio prob FISHBED F observed.	25 25
11	Sondong-ni	39-44-42N 127-28-35E	2,499	8,200	N/S	-			FISHBED FAGOT/FRESCO	Runway extended	25 25 25
12	Pukchang-ni	39-30-07N 125-58-02E	2,527	8,290	NW/SE	6	-	FISHBED FAGOT/FRESCO	FITTER FISHBED FAGOT/FRESCO	First FISHBED observed here first FITTER observed here prob FISHBED F, MOUJIK, and prob MONGOL observed.	25. 25.
13	Pyong-ni	39-24-29N 125-53-39E	2,515	8,250	NW/SE	2 ucon		FISHBED FAGOT/FRESCO	FAGOT/FRESCO	Runway extended	25
14	Wonsan	39-09-54N 127-29-07E	2,021	6,630	NNW/SSE	2	-	FISHBED FAGOT/FRESCO	FAGOT/FRESCO	Taxiway/runway extends 2,330 m (7,660 ft) from tunnels.	25
15	Sunan-un	39-11-56N 125-40-25E	2,700	8,860	NNW/SSE	2 ucon	-	-	BEAGLE, FAGOT/ FRESCO, COOT, CRATE, CAB, COLT, Hip-C, COKE	International field; COLT assembly; CAMP, COOKPOT and CAMBE identified at this field; hijacked YS-11 parked here.	25
16	Pyongyang East*	39-00-50N 125-50-45E	3,200	10,499	E/W	-	-	-	CAB COLT HOUND	Existing 1,966-m (6,450-ft) runway not opera- tional due to new runway construction observed no fighters observed 25X	25 1 25
17	Onchon-up (Figure 2)	38-54-17N 125-14-03E	2,511	8,237	N/S	2	4 (2 ucon)	FISHBED FAGOT/FRESCO	FAGOT/FRESCO	Runway extended runway/taxiway extends 2,410 m (7,900 ft) from tunnels.	25
18	Koksan SW*	38-41-05N 126-36-17E	2,515	8,251	ENE/WSW	2 ucon	-	Unid Dummy Acft -			25
19	Hwangju	38-38-59N 125-47-30E	2,499	8,200	WNW/ESE	2	2 ucon	FISHBED FAGOT/FRESCO	FISHBED FAGOT/FRESCO	Runway extended poss FISHBED F observed.	25 25
20	Hyon-ni*	38-36-30N 127-27-20E	2,682	8,800	NNE/SSW	1 poss ucon	-	-	-		25
21	Pungchon*	38-25-35N 125-01-10E	2,518	8,260	NW/SW	-	-		-		25
22	Taetan*	38-07-50N 125-15-10E	2,438**	8,000	E/W	2 prob ucon	-	-			25)

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	BASIC DESCRIPTION		
Jet-capable Airfields			
3. Twenty-two jet-cap Korea (Figure 1 and Table (8,200-foot) runways. One of 2,500-meter (8,200-foot) run 2,000-meter (6,562-foot) run construction existing airfields have been feet). operations, but only six of the	able airfields are operational or are under come 1). Nineteen of these have or will have a of the airfields now under construction will promay. The other two jet-capable airfields have and show no indication of being to has begun on seven new jet-capable airfield in upgraded to include runways of at least to 15 airfields in North Korea could shese had runways of at least 2,500 meters (8 the other nine airfields were approximately	t least 2,500-meter probably also have a mave approximately appraded.  Ids. Five previously 2,500 meters (8,200 support jet aircraft ,200 feet) (Figures 2	25X1 25X1 25X1
Underground Aircraft Storag	e		
airfields, and tunnels ar Construction may have sta not possible to determine the spoil removed during con- extensive. Three of the new locations in order to take a	age tunnels (Figure 3) have been built age under construction at eight additional arted as early as 1962 and at some fields is some extent of these underground facilities; how astruction indicates that some of the tuning airfields are being built at what appear the dvantage of the adjacent ridges for tunnel on the sort tunnels under construction.	I fields (Table 1). till continuing. It is vever, the amount of nels may be quite o be less than ideal	
Hangarettes			
Hangarettes have only bee areas, suggesting that they were first observed at Onch as part of a general upgradi  6. Double-bay hangar Northeast, Hwangju, an reconstructed; a 1,524-met	ng of the field which included extending the rettes have also been observed at three other d Hoemun-ni. Hamhung Northeast has er (5,000-foot) sod strip was rebuilt as a 2,50	er than in dispersal ble-bay hangarettes ey were constructed active runway. airfields: Hamhung been completely 7-meter (8,225-foot)	25X1
paved runway. Two hanga	arettes and two large tunnels are still underly stage of construction at Hwangju, an open Two hangarettes were in an early stage	r construction. Two erational FISHBED	25X1 25X1
Air-to-air Missiles			
possible F models at Hwa probably has air-to-air mis The only indication of poss	ssiles. To date, no missiles have been identif sible missile activity was the identification of	and s that North Korea ied on photography.	25X1 25X1 25X1
servicing tent in the disper	sal area at Saamcham Airfield		25 <b>X</b> 1
			25X1
	- 3 -		25X1
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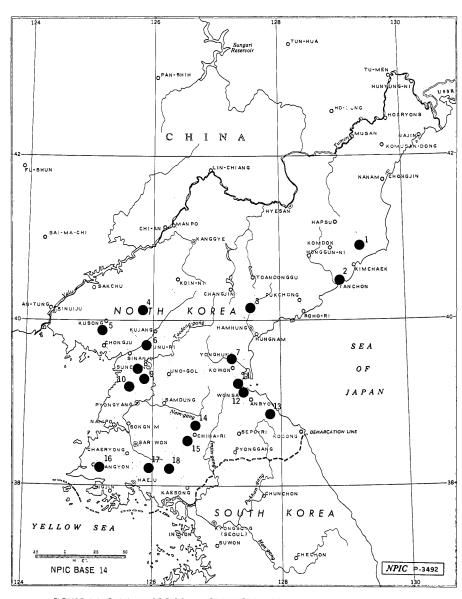


FIGURE 4. HIGHWAY AIRFIELDS IN NORTH KOREA (ITEM NUMBERS KEYED TO TABLE 2)

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Table 2. Highway Airfields (Item Numbers Keyed to Figure 4)

Item No	Installation	Geographic Coordinates	Runway Meters	Length Feet	Runway Orientation	25 <b>X</b> 1
1	Kilchu	40-55-30N 129-18-55E	1,575	5,167	NNE/SSW	
2	Tanchon	40-24-00N 128-48-20E	2,027	6,550	NNE/SSW	25X1
	(Figure 5)					25X1
3	Sinhung	40-10-39N 127-32-25E	2,285	7,497	NNE/SSW	25X1
4	Sangwon-ni	40-07-50N 125-51-20E	2,018	6,620	NW/SE	25X1
5	Namsi	39-52-55N 125-09-20E	2,284	7,493	NW/SE	25X1
6	Saamcham Southwest	39-43-30N 125-51-30E	1,615	5,300	NNW/SSE	
7	Yonghung	39-32-08N 127-17-39E	1,829	6,000	WNW/ESE	25X1
8	Pyong-ni West	39-25-30N 125-48-58E	1,984	6,510	NW/SE	25X1
9	Chasan	39-19-15N 125-54-10E	2,632	8,635	NE/SW	25X1
10	Sunan-up	39-14-20N 125-40-35E	2,149	7,050	N/S	25X1
11	Okpyong-ni	39-16-14N 127-19-16E	2,149	7,050	NW/SE	25X1
12	Wonsan	39-05-40N 127-24-25E	2,003	6,571	NE/SW	25X1
13	Kuum-ni			,	·	25X1
		38-50-40N 127-52-50E	1,999	6,562	NE/SW	25X1
14	Koksan South	38-43-50N 126-39-38E	2,149	7,052	N/S	25X1
15	Koksan SW	38-35-25N 126-31-40E	2,174	7,134	N/S	25X1
16	Changyon	38-13-30N 125-08-25E	2,030	6,667	NW/SE	25X1
17	Ayang-ni	38-14-50N 125-58-40E	2,007	6,585	E/W	25X1
18	Nuchon-ni	38-13-45N 126-15-50E	2,097	6,880	E/W	
-						25X1

### **Highway Airfields**

11. Eighteen highway airfields have been identified in North Korea (Fig	gure 4 and	
Table 2). Fifteen of these strips have been constructed	Sixteen of	25 <b>X</b> 1
the 18 strips are at least 1,829 meters (6,000 feet) long (Figure 5). Photograph	y does not	
indicate what function the strips serve, and no aircraft have ever been observe	ed at these	
fields. Their use as dispersal fields or to increase turnaround capability during a	n offensive	
cannot be dismissed. New highway airfield construction has not been observe	d	25 <b>X</b> 1
		25X1

### **Military Training Airfields**

12. Three airfields in North Korea are used for training military pilots (Figure 6 and Table 3). Hoemun-ni, a jet-capable airfield (Figure 1 and Table 1), is the training field for the jet fighter element. Chongjin Airfield (Figure 7) and Kyongsong Airfield Southeast are used for primary instruction of student pilots in MAX/MOOSE aircraft.

Chongjin was the only field used for this purpose.

MAX/MOOSE have been observed at Kyongsong Airfield Southeast, and air order of battle counts indicate that Chongjin and Kyongsong Southeast may be training an equal number of primary students.

#### **Helicopter Training Area**

13. Taechon Military Camp and Probable Helicopter Training Area is the only area in North Korea identified as exclusively helicopter associated (Figure 6 and Table 3). This facility has been operational at least 13 at least 13 helicopter pads were identified. Only HOUND helicopters have been observed at this facility.

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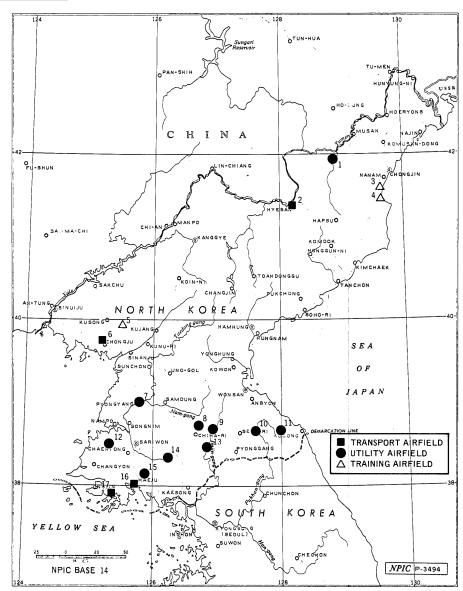


FIGURE 6. TRANSPORT, UTILITY, AND TRAINING AIRFIELDS IN NORTH KOREA (ITEM NUMBERS KEYED TO TABLE 3)

### **Transport Airfields**

- 14. Four airfields in North Korea now serve or could serve as transport airfields, but, in their present status with graded-earth runways and little or no support facilities, would probably not be used for jet aircraft operations (Figure 6 and Table 3).
- 15. Three of these airfields, Hyesan (Figure 8), Haeju, and Ongjin, are reconstructed fields. These three fields have graded-earth runways at least 1,585 meters (5,200 feet) long with little or no support facilities. All three airfields have been upgraded

Haeju and Ongjin are still under construction.

16. The fourth transport airfield, Yongsang-ni, was newly identified

and consisted of a 1,300-meter (4,265-foot) sod runway and a support area which included five 2-story barracks. Eighteen COLT were observed there. This field may be an alternate field for COLT from Taechon Airfield. Its use as an alternate could indicate an increase of COLT in North Korea or a future reconstruction program at Taechon. Taechon appears to need repaving to bring it up to the level of the other jet-capable airfields.

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Table 3. Transport, Utility, and Training Airfields (Item numbers keyed to Figure 6)

Item	Installation	Geographic	Runway	Length	Runway	Type of Field	Operational	Remarks
No	motanation	Coordinates	Meters	Feet	Orientation		Aircraft Observed	
1	Huin-dong	41-56-30N 128-51-50E	1,210	3,970	E/W	Utility	COLT	May be forest-patrol field; small operations building.
2	Hyesan	41-22-30N 128-12-20E	1,610	5,282	NE/SW	Transport		Runway was 1,951 m (6,400 ft) sod 600 m (1,970 ft) graded-earth
	(Figure 8)							; runway is serviceable but construc- tion equipment still present; control tower/ operations building constructed
3	Chongjin	41-47-10N 129-44-44E	1,889	3,400	N/S	Training	MAX/MOOSE	COKE, CRATE, CAB, and/or COLT observed routine basis.
4	(Figure 7) Kyongsong	41-33-25N	640	2,100	WNW/ESE	Training	MAX/MOOSE	
4	Southeast	129-37-55E	040	2,100	WWW/LOC	, , , , , , , , , , , , , , , , , , ,	(,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
5	Taechon Military	39-57-12N				Helicopter	HOUND	At least 13 helicopter pads.
	Camp and Probable Helicopter Training Area	125-25-45E				training		
6	Yongsang-ni	39-43-50N 125-06-45E	1,299	4,265	NE/SW	Transport	COLT	May be alternate for Taechon; has sizeable permanent facilities.
7	Pyongyang Main	39-01-52N 125-46-52E	1,189	3,900	N/S	Utility	-	Airfield in disrepair; parachute demonstra- tions observed; first sailplanes in North Korea observed
8	Koksan	38-42-45N 126-43-34E	1,006	3,300	NW/SE	Utility		Landing tee observed
9	Ichon Northeast	38-40-20N 126-55-40E	1,149	3,773	NNE/SSW	Utility		
10	Hoeyang Southeast	38-39-30N 127-39-00E	1,149	3,773	NW/SE	Utility	-	Area SE
11	Kumgang	38-38-25N 127-59-20E	1,100	3,609	N/S	Utility		
12	Changnyon-ni	38-32-40N 125-20-15E	792	2,600	NNE/SSW	Utility		Airfield appears to be unserviceable, status unknown.
13	Ichon	38-28-40N 126-51-50E	1,100	3,609	NE/SW	Utility		
14	Sinmak South	38-21-23N 126-13-17E	640	2,100	N/S	Utility		Status unknown
15	Haeju Northeast	38-07-40N 125-51-10E	1,049	3,445	E/W	Utility		
16	(Figure 9) Haeju	38-00-20N 125-46-40E	2,402	7,882	NW/SE	Transport		Serviceable 1,860 m (6,100 ft) sod in 1968; reconstruction began
17	Ongiin	37-55-50N 125-25-18E	2,015	6,614	WNW/SSE	Transport		Unserviceable and abandoned in 1968; reconstruction began

<sup>\*</sup>Under construction.

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FIGURE 8. HYESAN AIRFIELD, A TRANSPORT FIELD

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FIGURE 9. HAEJU AIRFIELD NORTHEAST, A UTILITY FIELD

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Utility Airfields	
17. Ten airfields in North Korea serve as utility airfields (Figure 6 and Table 3). Eight of these have runways measuring 640 to 1,220 meters (2,100 to 4,000 feet) and no support facilities (Figure 9). No aircraft have been observed at these eight airfields, and the reason for their construction cannot be determined. All eight are in the southern part of North Korea.	
18. The other two utility airfields have some support facilities, and aircraft have been observed there. Huin-dong, in the heavily forested northeast portion of North Korea, may	
have been established as a base for forest patrol aircraft. An operations building and two COLT were observed there Pyongyang Main was constructed prior to	25X1
January 1956. It was reported as not operational and possibly abandoned when two small tuility aircraft were observed there. Although the runway is still in	25X <sup>2</sup>
disrepair and is unserviceable to other than light utility aircraft, parachute demonstrations  were observed there  The first sailplanes	25X
observed in North Korea were also identified at Pyongyang Mair	25X1
	•
Probable Aircraft Assembly	
19. FISHBED, FRESCO, and FRESCO/COLT shipping crates and partially assembled FISHBED aircraft have been identified at Pukchang-ni.	25 <b>X</b> 1
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	25 <b>X</b> I						
COLT shipping crates have also been identified at Sunan-up Airfield  Construction of a new assembly/maintenance hangar had begun  Since then, an average of eight to ten COLT have been observed at Sunan-up.  Twenty-three probable COLT shipping crates were adjacent to the new hangar							
Chongjin NKAF Academy							
20. Chongjin North Korean Air Force Academy (BE 0290-01389) is at 41-47-59N 129-45-58E, 1.5 nautical miles north of Chongjin. The academy (Figure 10), in existence since before October 1964, consists of four multistory barracks, five large classroom buildings, and an aircraft repair/maintenance apron. A subsonic, continuous-flow wind tunnel was identified there  The wind tunnel was in an early stage of construction on The building housing the tunnel was built  21. A FISHBED and varying numbers of FAGOT/FRESCO have been observed on the repair/maintenance apron. Small groups of people have been observed standing around these aircraft as though they were receiving instructions or a briefing. The aircraft are often seen with the tail section and/or the wings removed. It is possible that the academy is at least partially responsible for training ground support personnel for the North Korean Air Force.	25X1 25X1						
REFERENCES							
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MAPS AND CHARTS							
ACIC Chart. Series ONC, Sheets F-9 and G-10, scale 1:1,000,000							
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